erected against these mischievous violations of civil and social duty; and we think, that to combine the literary with the political press, for that object, would be exercising an influence not to be disregarded. *We shall therefore continue to persevere.* From the beginning, we have been sustained by noble and generous friends, without whose aid we should unquestionably have long since sunk under the cares and responsibilities of this work. We invite them to continue their support so long as we shall deserve it; and to our able and excellent contributors we appeal once more, in the full confidence that they will not relax their efforts to build up and establish the cause of literature in our good old commonwealth.

THE PAST.

BY ELORA.

The glorious past! how fondly still I turn
To the green beauty of its distant bowers;
And oh! how vainly does my spirit yearn
Once more to be a child amid its flowers.

It is the empire of the loved and lost!
I hear their voices on the thrilling air;
I see their forms, not worn and tempest-tost,
But, in the mellow light, serene and fair.

Look with me—sister, brother—look and see
The gentle beaming of our mother's eyes!
And hark! the tones that charmed our infancy,
Faint on the breezes of the past arise.

Home of departed joys! oh I could gaze
Ever unwearied on thy visions bright;
Dearer to me thy evening sunset rays,
Than all the future's glow of morning light.

See, as in life they wandered by our side,
With pious looks that did our love engage,
With hoary hair, and steps that feebly glide,
Slow move the venerable forms of age.

And laughing children, in their shapes of earth,
Flinging their curls upon the sunny air,
As erst they cheered us with their winning mirth,
Lend their bright presence to that region fair.

Oh! blest illusion! Memory, leave me not;—
Yet, even as I speak, strange sounds arise,
Grey shadows gather round each verdant spot,
And clouds go fleeting o'er the summer skies.

And lo, I look upon a land of *graves*;—
And in their midst I see my mother's tomb:
There droops the yew, and there the cypress waves,
And mid the grass white roses meekly bloom.

And is it *thus* with all my lovely dreams?
Sadly I turn unto the future's light—
Earth's future—and behold amid its gleams,
The lurking shadow of death's coming night.

Alas, how dark were life without the truth
That whispers to our weary hearts of Heaven;
Telling of changeless bliss, immortal youth,
And homes of glory to the ransomed given.

There by the shining stream or sparkling fount,
Lieth no mouldering victim of disease;
But life is in the vale, and on the mount,
Joy in the air, and health upon the breeze!

And there again the loved and lost are *found*—
But not as when on earth they blessed our sight:
Harps in their hands—their brows with glory crowned,
Their raiment brighter than meridian light.

Fair clime of nightless skies, and deathless bloom,—
Land of the blessed! shall it ever be,
That I, escaping from a world of gloom,
Shall find repose and happiness in thee?

Philadelphia.

A SCHEME

FOR REBUILDING SOUTHERN COMMERCE.

We cannot permit the following communication to pass from our hands into those of our readers, without calling their attention emphatically to its contents. We dare not offend the modesty of the author by disclosing his name; but we may venture to say of him, that his attainments grace the navy of his country, with whose honor his own name is intimately associated. The subject which he discusses, is now the most popular one which falls within the whole range of southern discussion. The manner, in which he treats it, is perfectly original. The proposition which he submits to the consideration of the South, and particularly of Virginia, is as bold as it is important. The whole style of the essay is as clear as it is polished. If this production had no other merit, and if its scheme were entirely visionary, yet it would be eminently valuable from the variety of new and interesting facts, which he has collected and spread before the public. The fathers of the packet-system of New York are deeply indebted to him for the lustre which he has shed around their names. The merchants of that great metropolis ought to thank him for the beauty and power which he has displayed, in tracing out some of the essential sources of their prosperity. To the navy of the United States he suggests many valuable hints about its past and its future improvement. These merits cannot be denied to our author, whatever may be thought of the present practicability of the theory, which he suggests for the renovation of southern commerce. But is it impracticable? We pray our southern readers to put the question home to themselves; to weigh it in all its bearings; to compare its advantages with its objections—its expenses with our resources, and then to *judge* for themselves. If their judgment decide in its favor, we call upon them then to ACT. Where is the Jeremiah Thompson of Virginia? Where is the enterprising merchant, who will call forth the genius of steam to cope with the canvass of the packets? If such a measure be found to be expedient, why should not they start forth to accomplish its con-

summation? At the next convention, let each member subscribe for not less than ten shares, and pledge himself to procure among his constituents a subscription for not less than one hundred shares of stock in the Southern Atlantic Steam Navigation Company. Our lives upon it, that the man who has urged it in the following essay, will be found willing to lend all the resources of his genius towards devising the best means, for realizing all the benefits of his own proposition.

We cannot give a better evidence of the value which we ourselves set upon this essay, than in running to the expense of an engraved chart to illustrate its conceptions. All which, however, is respectfully submitted, &c. &c.—[*Ed. So. Lit. Mess.*

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DIRECT TRADE WITH THE SOUTH;

Navigation of the Atlantic—Packet Ships of New York—their influence over the Commerce of the United States—and their effects on American naval architecture.

The business of commerce presents no law, which forbids the southern merchant to exchange his flour in Rio for the coffee of Brazil; or to barter in Valparaiso and Lima, his produce for the copper of Chili and Peru; and this again for teas and silks in China. That he should carry on a lucrative trade with the West or East Indies, with the Brazils, on the coast of South America, or in the Mediterranean, nothing is wanting but the nerve and capital of the South controlled and regulated by well directed energies. The example of a single capitalist in any of the southern ports, who should have a correct knowledge of the demands of trade, would not fail to gain for his town in a short time a fair proportion of direct trade, such as that enjoyed by Baltimore, Philadelphia, or Boston.

Salem, by the lead which a single house took in the business, became renowned for her commerce with the East Indies, especially for the tea trade, which she enjoyed almost exclusively for many years. Nantucket and New Bedford are celebrated for their wealth, and the value of their whale fishery; the Coffins and the Bunkers gave them this celebrity. Fanning and his associates struck out in a new line of business, and in a few years made Stonington famed for sealing. And we shall show, that New York owes much of her prosperity to the commercial energies of a single individual. With patience and the exercise of proper talents and enterprise, the shoulders of one capitalist at his own windlass would do more for Norfolk or Charleston, than all the resolutions adopted by southern conventions are likely to do. It is example, not precept, that the South requires.

We have watched these conventions with much interest; but we have ever laid down the reports of their proceedings in disappointment. The resolutions passed in convention, "not to buy northern goods when they can get southern, unless the northern are the cheapest; not to freight northern vessels when they can freight southern, unless the northern freight for less," and many others, remind us of the oath which Neptune and his crew required of us, when we first crossed the equator, viz: "never to eat brown bread when we could get white, unless we preferred the brown; and never to kiss the maid, if we could kiss the mistress, unless we liked the maid best." Unless these gentlemen have been sworn by old Neptune, and really mean to do nothing in the way of direct trade from the South, they should resolve always to kiss the maid and eat brown bread, whether they liked it or not, and commence trading on their own bottoms.

When we say that the South, might, in a few years, and with no other means than individual enterprise, share with Baltimore and Philadelphia, her just quota of direct trade, we do not include as any portion of it, that great influx of European commerce, which the packet ships pour into the New York market. But this will not satisfy the South. Her vaulting ambition craves something more than the grasping hand of New York has left to Boston, Baltimore and Philadelphia. The commercial grandeur and prosperity of that city, have long attracted her attention. In view of the growing importance and immense advantages of its trade, she has become restive, and would now fain rouse up into a bold and honorable emulation her lethargic spirit of commerce. But in essaying to divert any part of the packet trade into a new channel, the southern merchants must do more than hold conventions merely to take the sailor's oath, to resolve and re-resolve to meet again.

How artificial soever the present course of trade through New York may at first sight appear, it has settled down into regular channels. In attempting to divert it from these channels, by re-opening the natural ones, or creating others, the South, before she proceeds to the undertaking, should perfectly understand the nature of every obstacle to the scheme, in order that she may take her own measures, and be fully prepared to meet and overcome every difficulty as it presents itself. She will find in New York a formidable competitor, if this city have not already reached that point of commercial grandeur which brooks no rivalry. It were well therefore to examine into the causes, which have turned the balance of trade so greatly in favor of New York, and to show by what means that city attained and mantains her commercial supremacy over all other ports in the United States. From this examination, some clue may be gained, to the only means by which the South may reasonably hope to become possessed of similar advantages. If, looking at the present, we refer to the past for information, we will be struck with the fact that commerce has dwindled away at the South, only to flourish the more at the North. If we go a step further, and attempt to trace to its origin, the cause which was adequate to such an effect, we may discover it in the circumstance, that at the South, planting was found most profitable; but at the North, commerce and navigation. Therefore the South grew the cotton, and the North carried it to market. And up to this time, each section has followed the course which circumstances rendered most expedient; and each in its favorite pursuit has taken the lead of all other countries.

Availing herself of the invention of Eli Whitney, the former, by means of the cotton-gin, has, within the last forty years, increased her annual production of cotton from some two or three thousand bales to 1,700,000; while the latter, stimulated by the enterprise of her sons, and the increasing demands of trade has built up a commercial marine, which whitens every sea, and carries the products of American industry into all ports open to her flag.

Impelled by this enterprise, the mechanic of the North had recourse to the forests of the South: and from the knotty oaks and huge pines of the Carolinas, his skill has fashioned floating palaces to grace the breeze, and has decked the ocean with the finest specimens of naval architecture that the world affords. Not contented with the channels of wealth thus opened, the North took advantage of the encouragement afforded by the tariff, and now manufactures more cotton than all France did, a few years ago. Thus new resources were added, and a fresh impulse given to her already extensive commercial relations.

Among the many schemes which were originated by mercantile men to supply the continually increasing demands of their trade, none were so bold, so grand, as that of an unpretending Quaker of New York. He conceived the beautiful idea of running a line of express ships to and fro across the Atlantic, and thus gave rise to the celebrated packets of New York. As sailers and carriers they have become proverbial among seafaring men on both sides of the Atlantic. For strength, safety, fleetness and beauty; and for a combination of all the requisites of a good ship, in such admirable proportions, no nation can boast of vessels, public or private, comparable to them. They, added to her other resources, gave New York commercial advantages, in the enjoyment of which she has prospered, and is every day growing stronger, more wealthy and great. Let the South look well to the packet ships; for in them lies the strength of her competitor. They control the trade of New York with France and England. If the South would contend with the North for her portion of this trade, the race must be run with the New York packets. And before she can carry off the prize, she must put in execution a plan of intercommunication with England, which must rival, nay eclipse, that carried on by the New York *liners*.

It is not our purpose to extol the North, or to disparage the South, or in any way to magnify the difficulties which the latter must encounter in every attempt to draw off from the North any considerable portion of the trade monopolized there. The sea is our home; the North and the South, the East and the West, our country. We go for the "stars and stripes," and, like the emblematic constellation in the union of the flag, we look upon the states as one harmonious whole. Therefore, when on shore, we have nothing to do with sectional jealousies, or state prejudices; though ours incline us to favor and if possible to assist the weaker party. The South has slumbered and slept over her commercial advantages, while the North has guarded her's with a jealous eye. The former is just now waking up to their importance. Her sons, by calling conventions, are striving to rouse into action the dormant energies of mercantile enterprise, that her merchants, like true and lawful champions, may boldly enter the lists for the prize of commerce. Their motto is DIRECT TRADE ON SOUTHERN BOTTOMS. With ships for steeds, their tiltyard is the sea, and nations will be spectators at the tournament. Nothing but a bold stroke can crown their cause with triumph; for they have fearful odds against them. But let them *act*. Let them lay well their plans, and come to the contest with capital and energy; and like the gallant yeoman in Ivanhoe, the South will find us ever ready to add our halloo to a good shot, or a gallant blow. The fight with New York, for her trade, cannot now be carried on under sail. That time is gone by. The contest must be carried on by steam. By prompt action, and a well timed stroke with a line of steam packets, the South may gain important advantages. But more of this anon.

Let us return to the beautiful scheme of our peaceful Quaker, and to the important consequences which have grown out of it. The packet ships of New York are looked upon by every American sailor and traveller on the deep, with feelings of national pride. They drew away the trade from the South, and put the sceptre of commerce in the hands of New York; and we have said, they now control the trade of that city. Our business for the present is therefore with them; and our subject does not afford a theme more interesting to the general reader. Nor can we convey to the southern merchant more correct ideas of their influence on the commerce of the United States, and of the obstacles which they present to an active and direct trade between England and the South, than by giving the history of the rise and progress of these packets, and showing the effects which they have had on naval architecture, and on the commerce of New York and her sister cities. Besides this, the speed and regularity of the several passages of the Sirius, the Royal William, the Great Western, and the Liverpool, show conclusively that Atlantic steam ships are about to throw the beautiful and commodious *liners* into the shade. This circumstance will render some account of the New York packet ships still more appropriate at the present time.

In the year 1817, Jeremiah Thompson, Isaac Wright, his son William, Francis Thompson, and Benjamin Marshall, all Quakers* except Marshall, arranged a line of four ships between New York and Liverpool, to sail on stated days from each port once a month, which was put into full operation at the close of that year. These ships were the Courier, Amity, Pacific, and James Monroe; the last being of four hundred and twenty tons register; the others about three hundred and sixty. The James Monroe carried some seven hundred and fifty or eight hundred bales of cotton; made up twenty-eight beds in the cabin; averaged about fifteen passengers each way, and was thought by some of her owners too large for the trade. Her freight seldom exceeded £900, or fell short of £500 sterling. At first the price of passage was thirty-five guineas from, and forty to, New York; but in the year 1824 it was reduced to the present rates of thirty and thirty-five guineas. The practicability of sailing across the Atlantic, with profit to the owners, a line of ships in regular succession, and at stated periods, being demonstrated by actual performance, other enterprising ship owners hastened to follow the example, and ere long Francis Depau, Isaac Bell, and Miles R. Burke, of New York, established a line of four ships to Havre, of about two hundred and eighty tons each: Boston and Philadelphia soon had each a line to Liverpool. Other associations were formed in New York: ship upon ship was added; improvement upon improvement suggested, and line upon line established, until New York, no longer boasting of her lines, rejoiced in her fleets of packets, and took that deci-

* It is a singular fact that of the four Liverpool lines of twenty ships, three of sixteen ships were originally established by Quakers, as also was the Philadelphia and Liverpool line. It is also said that the first line received much pecuniary assistance from a Quaker house in Liverpool. These were works of peace indeed.

ded lead in European commerce, of which it will now be no easy matter to deprive her.

Until the era of packet ships, Boston and Philadelphia might be said to vie with New York in the European trade; but any statistical researches will show, that they as well as the South have been losing ground from that time to this. Boston has long ceased to support her line to Liverpool, and the Philadelphia line of four ships seems to drag on rather a languid existence; but New York has now twenty packets to Liverpool of six hundred to eleven hundred tons each, sixteen to Havre of five hundred to eight hundred tons, and twelve to London of six hundred to seven hundred tons; so that twelve packets sail from New York for Europe, and twelve arrive from Europe every month, or upon the average an European packet arrives or sails once in every thirty hours. Besides these, there are a dozen packet ships of six hundred tons to New Orleans, as many of five hundred tons to Mobile, packets of four or five hundred tons to Savannah, packet ships to Charleston, and packet brigs and packet schooners to every port of any trade in the United States. If we liken the European packets to an Atlantic rail road, the coasting packets may be called branch roads, which collect the necessary outward, and disperse the rich homeward cargoes of the forty-eight liners—both together making New York the mart for exchanging the products of America for the manufactures of Europe. Thus, New York has become the point of communication between the old world and the new. Indeed it is so well established as the port for landing and embarking, that the owners of the Sirius and Great Western seem never to have thought of Boston, although two hundred miles nearer; and their selection of New York does but more effectually strengthen her in her commanding position as the centre of commerce and the London of America. In a geographical point of view Norfolk would appear to be best fitted for *the port* or emporium of the United States; but Virginia has slept upon her natural advantages while other states were improving theirs. New York, Philadelphia and Baltimore, with half the natural advantages possessed by Norfolk, have completely distanced her in the commercial race.

We have seen that some persons thought the James Monroe too large for the trade; the Siddons (and other ships of equal or greater size are now building for the Liverpool and Havre lines,) is of about nine hundred tons* register, makes up thirty-six beds in the cabin, carries nearly four times as much cargo, and such have been the improvements in ship building, sails as fast or faster, and draws only about one foot more water than the James Monroe.

The packet line was a sort of hobby to Jeremiah Thompson. All the captains loved him, and he animated them to exertion by commendations and little presents; for every passage of less than twenty-two days to Liverpool, or thirty-five to New York, he gave the captain a coat for himself or a dress for his wife; he certainly judged very accurately as to the proper length of passage; for, the average of the last three or four years to Liverpool is a fraction over twenty-one days, and from Liverpool thirty-five days. He kept tables of all results, the average passage of each ship, of each captain, of each month, and of each year, and the average and progressive number of passengers, amount of freight, &c. From these statistics he predicted that ships of seven or eight hundred tons would soon be required, and more than a dozen years ago built the United States and the Great Britain, each of seven to eight hundred tons, with the expectation that they would soon be taken into the packet line. His associates thought him visionary, but the Great Britain is now sailing as a mere freighter, and larger vessels are sailing as packets.

Of this staid Quaker, we may say, as some have said of Roscoe, there are too many of his contemporaries yet living, who regard him only in the light of an unsuccessful merchant, for him to be estimated by this, as he will be by the next generation. To his enterprise New York is as much indebted for her prosperity, as the South for hers, to the invention of the neglected Whitney. With the former, as we have seen, originated the beautiful scheme of running express ships across the Atlantic. And in the operation of this scheme, whatever be the alterations which the experience of others may suggest, they should be considered merely as improvements on the original idea, which he and his associates first expressed by their packet ships; for to them belongs the honor of first discovery. The packets have been similar, in their effects, to rail roads and other internal improvements: they have extended business and social relations; opened new channels of commerce; multiplied the demands of trade; and by increasing the facilities of international communication, they have drawn more closely the bonds of peace and friendship with other countries.

There is no better means, by which may be estimated the bearings the packets have had on the business and other relations between England and America, than that afforded by the single item, "letter money." Heretofore the captain has received, as his perquisite, two cents for each letter delivered to the New York, and two pence (four cents) for each letter delivered to the Liverpool post office, besides ninepence sterling for each letter put in his charge by the Liverpool post master. When there were only four Liverpool packets, this letter money was about $30 per passage, or $60 per voyage; in 1822, with sixteen Liverpool packets, it had risen to $120 per voyage; in 1833 to $300 per voyage; and in 1837, with twenty packets, to nearly $500. And in these latter periods, there were the increased number of London and Havre packets, with their increasing number of letters. It is safe to estimate that this perquisite in all the European packets, from and to New York, now exceeds $50,000, perhaps it may reach $60,000 per annum. The packet owners have carried the Atlantic mail, if we may so term it, for twenty years, without any compensation whatever.

Not long after the packets had been established, the under secretary for foreign affairs wrote to Mr. Maury, then our consul at Liverpool, that the British minister at Washington often complained of the staleness of his despatches, when he received them. (They had not been sent by the packets.) Mr. Maury stated the reason; and until he was proscribed for his long and faithful services in the American consulate, the British government continued to send its despatches for him to forward.

To facilitate the correspondence of his own government, Mr. Maury, after having consulted with the packet captains, with all of whom he was very popular, and who readily entered into his plan, wrote to Washington, suggesting that the government despatches for England and other places, be enclosed to him, and un

* The new packet Roscius is eleven hundred tons.

der the seal of the state department, put on board the New York packets, to be delivered by the captains into his hands. Hence the "consular letter bag."

But of late years, instead of being sealed in the state department at Washington, the consular letter bag has been made up in the New York post office. All who have the *entree* there, and wish to save their correspondents the extra postage paid on ship letters, contrive to cheat the captain of this perquisite, by mailing in the consular bag. Thus it has swelled from a small package, into a No. 1 canvass sack of very portly dimensions. The packet captains found, that the increasing size of this sack affected letter money, somewhat as distance does gravitation; their receipts on account of the latter decreasing, not as the *squares*, but as the size of the bag, increased. On a recent occasion, the consular bag being more than usually large, and the number of English two-pences for letter money unusually great, the captain did not find out the mistake, until he discovered, that, by a mere Yankee accident, the consular letter bag had found its way into the Liverpool post office, instead of the consul's hands. The minister in London and the consul in Liverpool paid up, for the first time, the ship postage with a bad grace, for their complaints were heard in Washington, and Mr. Secretary Forsyth ventured to write the unlucky captain Harris a severe reprimand for his want of patriotism in not sacrificing his time and his two-pences to save those functionaries a few shillings. How the twenty-five cents per sheet, now levied by the steam-ships, and twelve and a half cents by the packets, will go down in Washington, we shall in due time find out.

Some are of opinion, that the establishment of packets was a natural consequence of the course of trade: but we think this a mistaken view of the subject; and certainly, when the project of sailing on the same day of each month, full or empty, was first broached, it was generally thought a piece of mere Quixotism. Many were the half cargoes of turpentine and cotton from New York, and salt and coals from Liverpool, which the owners, for many years, were compelled to ship on their own account, in the face of almost certain loss, in order to be ready for the appointed time of sailing. Moreover, the packets were in operation two years, before they got any decided preference from passengers. But now they serve as the *passenger train*, on the great highway between the old world and the new. The officers of the British army in Canada, and the merchants of British America, think of no other route both for coming from and going to the mother country. Merchants and travellers from the South and West, from Havana, Mexico and the West Indies, make them the great thoroughfare to England and all parts of Europe. Always sailing at their stated times, full or empty, business men began to calculate with certainty on their departure and arrival; the effect of which, in a short time, was to make New York a greater depot for produce and manufactures, and a place of resort for merchants and passengers: so that there is now less difficulty in obtaining cargoes for twelve ships per month, each of three or four times the capacity of the original liners, than there was in filling up the Amity, or the James Monroe. Thus, New York now carries on a trade in her foreign packets alone of twenty-four of *their* cargoes per month, equal to 17,000 tons, and sufficient to give constant employment to 140 ships of the size of those which commenced the Havre line.

Independent of these, the fleets of home packets that are continually plying in and out of New York, must carry something to and fro: and it is well known, they keep up an active trade. Their regularity procures them also a preference over other vessels, for freight and passage. Their profits arise from the frequency of their trips and low freights, rather than from large freights and few trips. And, as they have their regular days of sailing, on which they must go, they sometimes carry at a very low rate; and this low rate of itself often induces shipments to and from New York, which otherwise would not be made. Owing to this circumstance, copper ore is sent from Cuba to England via New York; iron ore from New Jersey, and many other articles, which but for the packets, would never have been sent to the New York market.

Their *packet* character gives them another advantage over transient vessels; owing to which the Liverpool packets sail without the expense of ballast, and afford their whole capacity for the transportation of merchandise. Some of them have a standing contract, to carry the copper ores of Cuba, whenever offered, at a fixed rate of freight, which is very low. Others have a similar contract for iron ores from the United States. When these are wanting, the extensive market of New York always affords other heavy articles, such as turpentine and the like, which serve in the place of ballast. The same thing occurs at Liverpool: weighty articles of merchandise to ballast the ship are always to be had there, and which will more than pay for the mere expense of taking in and discharging.

Thus we have shown how the packets, by their occasional low rates of freight, *invite* shipments, and are the means of exchanging many products, which without them would continue dead capital. Instance the Virginia and New York packets, which bring firewood when no freight can be had; the Savannah line, which brings cotton for less than a dollar a bale, and the New Orleans, a vast variety of merchandise, that never would have been sent to New York except for the extremely low freight. By such influences as these, exerted upon commerce in various ways, the packets are daily drawing New York nearer and nearer into the exact focus of foreign and domestic trade.

The facilities to transportation, continually presented by the speed and regularity in the sailing of the packets, caused many goods to be shipped to New York, which were intended for other cities, and oftentimes for foreign markets. These, the home packets and traders are ever ready to receive, and convey to their point of destination. So convenient have the packets become in this respect, that the merchants of Philadelphia and Boston are now in the habit of ordering large quantities of their merchandise, purchased in England, to be shipped in the New York *liners*. For the same reason, merchants from other cities, which but for the packets, would import directly, have found the most convenient channel for a large portion of their French and English trade, to be through New York. Thus, that city has become an entrepot for English and other goods—a repository for all the great staples of the South, and a mart in which the merchandise of the North is bartered for the produce of the South.

It frequently occurs, that several houses in Boston, Philadelphia, Charleston, Mobile, or New Orleans, send each, large orders to England, for the shipment of merchandise. Not having bottoms of their own, the importation must therefore be made by some vessel al-

ready there. The orders are given without any concert at home, neither is there any between their agents abroad. And though the orders together call for a large cargo, those from the same house, or even from the same city, to any *one* agent, may not be sufficient to complete the cargo of a ship "up" for the very place. The goods have been purchased and are ready for shipment; the transient vessels advertising for freight, have no fixed day for sailing: that depends on their success in making up a cargo, which may be to-day, to-morrow, or ten days hence—the New York packets are sailing regularly once or twice a week; and home packets or coasters, are plying daily from New York to the place for which the goods are intended; the orders are pressing; *time is money;* consequently the shipments are made in the New York liners. The importer, by directing his goods to be thus shipped, knows beforehand when and by what vessel to expect them. In all of which the merchant finds his advantage. Besides the punctuality with which his orders are met and his importations made, he finds that the packets, by their "floating policies of insurance," offer another inducement to shippers, which transient vessels do not. By these policies, insurance in New York is effected, by the mere act of shipment, upon all goods shipped by the packets, and that too at a *lower* rate than is generally charged by other vessels.

These various operations have made New York the place of remittance to England. Hence, the heavy transactions there in foreign exchange. And these transactions, and their influence on trade exerted in favor of the packets, have made that city the London of America, and Wall street its Lombard street. Of her forty-eight packet ships to England and France, New York, during the boisterous weather of last winter, presented the rare spectacle of only one at her wharves, the value of those on the seas being estimated at twenty millions of dollars.*

Ever since the establishment of packets, New York has been gradually swallowing up the commerce of Philadelphia and Boston with England. We have seen that their merchants now make large importations through New York. Twenty years ago, and there were almost as many ships sailing from Boston, as from New York, to Liverpool. But if one ship sailed last year from that port to Liverpool, it is more than we know. British ships too are almost entirely thrown out of the trade from New York to Liverpool. In the months of December, 1837, and January and February, 1838, fifteen packets, and about as many transient vessels, sailed for Liverpool, but not one English vessel, though freights at this time were twenty-five or thirty per cent. higher than usual.

If then the direct trade of the enterprising cities of Boston and Philadelphia have been so much crippled in their contest for its advantages with New York, on something like equal terms, and before she possessed the facilities which she now enjoys from her packet system and extended commercial relations, what may the agricultural South expect to accomplish by her commercial conventions, which meet to *resolve* and not to *act?*

Such have been the effects, and such is the tendency of the packets on the trade of New York and the commerce of the United States; though some may say that the packet system has been the effect, rather than the cause of increased trade, and this may be true to a limited extent. But none can deny that the packets, with their regularity, have been found to be a great improvement in the old system of commerce. They are to transient vessels what canals are to turnpike roads. And the packets, like canals, have rather led, or directed, than followed trade.

It may also be urged, that the packets were established from New York, because she had more capital than the other large cities. Were this true of the city, which we much doubt, it was not true of her Quakers; for, it is generally believed that they, when they established the first liners, had a loan from a Quaker house in Liverpool, the agents for that line. Besides, Philadelphia had the Bank of the United States: so that in banking capital, New York was her inferior.

The accessibility of the port may be urged as another reason. But in that respect, Norfolk is far her superior. A thorough examination into cause and effect will convince any candid mind, that it was the noble scheme of the enterprising Friend, Jeremiah Thompson, which made New York the packet port, the emporium of trade, and the centre of negotiation for these United States.

The practical solution of the Atlantic steam problem, by facilitating intercourse alone, will tend greatly to increase at home the power of New York, and to extend abroad her commercial sway. But let the success of Atlantic steam ships meet the just expectations of their most sanguine friends, many and great improvements must be made in the generation and application of steam, before this subtile means of navigation can compete with canvass, in the carrying trade of the ocean. For a long time to come, the steam packets must rely for their profits mainly on the transportation of passengers, small parcels, and letters.

The number of these parcels will rapidly increase. They will consist mostly of light and costly articles of merchandise, such as the demands of fashion and the change of seasons are continually calling for. If one merchant receive by steam ship the latest fashions and newest patterns from France and England, all the merchants of the same city, in self-defence, must do the same, or lose their run of custom. It is to this circumstance—to the advantages of the most rapid communication, that we wish to call the attention of those who have the will and the means to open a direct trade from the South. The trade of Bristol, like that of the South, has dwindled down into a mere skeleton of its former greatness. She has made a bold effort, and sent out her splendid steam ships, to invite commerce again to her wharves, and recover back to her piers the rich argosies of her merchants. In the example of that ancient city, let the South get understanding.

The plan talked of at the South, of sending their vessels, dragging along at uncertain periods, after foreign trade, must signally fail in the present stage of commerce. The South has not the market of the North to receive, nor the fleets of packets of New York to distribute her return, or to collect her outward cargoes; for she must have something more for commerce than raw cotton, tobacco, tar, pitch, and turpentine. The force of her own habits is against her; and to succeed in gaining her portion of direct trade, she must, as we have before said, go vigorously to work, and carry on the heat of the contest, not with the bulky trader, as might have been done twenty years ago, but with the crack liners of the present day.

* See newspapers of the day.

The packets that have been lost during the twenty years' existence of the various lines, are as follows:

In the Liverpool line—the Albion, captain Williams, on the coast of Ireland; forty-three lives lost: the Amity and the Nestor, both on Long Island, by captain Pease; no lives lost: the Liverpool, on her first voyage, on an ice-berg; crew and passengers saved in boats: the Panther, on the Welsh coast; no lives lost: the George Canning, on the New Jersey shore; no lives lost.

In the London line—The Crisis,* never heard of; supposed to have been lost in the ice: the Sovereign, on the New Jersey shore; no lives lost.

In the Havre Line—The De Rham, captain Weiderholt, on Long Island: the Louis, captain Macy, on the New Jersey shore: the Paris, captain Robinson, near Barfleur; and the Francis Depau, captain Robinson, almost within the piers of the harbor of Havre. The loss of the first two was attributed to negligence on the part of the pilots. No lives were lost in any of them.

If it be recollected, that no vessels that traverse the ocean crowd canvass as the packets do; that these various lines cross the Atlantic once every thirty hours, or two hundred and eighty-eight times a year; that they have been running twenty years; that they have carried to and fro not less than 200,000 persons; and that, of that number, and within that time only two shipwrecks have occurred with loss of life, the safety of the packets compared with railroads, steamboats and stages, will appear wonderful. The navigation of the packets calls on the captain for the sailor's best skill and judgment, and on the crew for untiring vigilance.

But if the packets, as we have seen, have operated to the aggrandizement of New York, placing the commercial sceptre of America firmly within her grasp, they have, in other respects, had tendencies of a more general character. In improving naval architecture, they have done much; and in increasing the commerce of the United States, they have done more. In a national point of view, the Thompsons, the Wrights, and Marshall—all of whom, except Marshall, have been gathered to their fathers—are, with their packet ships, scarcely less of public benefactors, than Fulton and Whitney were with their steamboats and cotton-gins.

The influence which the packets have had in naval architecture, is scarcely less important than that which they have exercised in the trade of New York. They, more than other ships, continually called for a combination of capacity to carry, with other qualities no less requisite—speed among the foremost. Constant efforts to produce such combination have effected wonders in ship building, and have adorned our commercial marine with the finest specimens of naval architecture known on the ocean.

In all improvements common to the two, the commercial has taken the lead far ahead of the naval marine of the United States. In the introduction of chain cables; in the economical substitution of iron for hempen cordage, as slings, ties, trusses, sheets and the like; in the modelling of ships, and in the masting and sparring of them, the former have invariably shown the way to public vessels. So far from taking the lead in all such improvements, the navy has lagged behind, and in many instances has actually been "whipped in."

In the introduction of cotton canvass, the South acted as "whipper in;" but generally the officers, *not in the navy department*, by their united voice, have performed this office.

In the use of steam, the navy is far behind the times. The most skilful of all nations with the commercial steamboat, it is not a little remarkable that the government of the United States should be groping behind all the maritime nations of Europe in the department of steam. Those who of late years have had control over the affairs of the navy, have shown an inertness on this subject, which true patriots cannot comprehend, and which intelligent officers heartily condemn. Present prospects are not much brighter than the past. The advocates of steam for maritime warfare have no cause of gratulation on account of recent changes in the navy department; for it is asserted, and we believe with truth, that the present head of that department is deplorably unenlightened on the subject, and therefore bitterly opposed to steam men-of-war. Must we be *whipped* into the use of steam also? We pray God, it be not by a *voice* louder than officers can give, stronger and more dreadful than the South can utter.

Any attempt on the part of a junior officer to invent improvements, or to introduce those of others, single handed, has been frowned down at once. In way of illustration, we might here instance the case of a young officer, who referred to the proper head, the plan of an instrument invented by him to facilitate the finding of longitude by lunar observations. It was referred to the board of navy commissioners, who, although it was founded on mathematical principle, condemned it as a piece of "hardihood," because, forsooth, the materials (those of all the nice nautical, and astronomical instruments,) were liable to expansion by heat, and contraction by cold. Such is the spirit that keeps the *materiel* of the navy behind the times; that has caused so many abortions, and *occasionally* produces *things*, instead of ships for the service.

With regard to every improvement concerning ships, ship-building or navigation, if the packets are not the first to present it to the world, they are the foremost to copy and to give it currency.

In the days of the Thompsons, it was thought necessary to put a new ship into the "line" every eight years. But this arose more from the desire to improve and build larger, than from actual necessity on account of wear. It is thought, that the "liners" which are now new, may be continued in the "line" for twelve or fourteen years with perfect safety; for there is a point in size, speed, and accommodation, (and they have nearly reached it,) beyond which it will not soon be expedient to go.

For many years, the old ships of the Liverpool were taken into the London line. But the practice is now discontinued, and within the last four or five years this line has been fitted out with twelve elegant new ships of about 650 tons, and receives as it deserves a larger share of public patronage than formerly. The passengers in it are landed and embarked at Portsmouth.

In the packets of 1818, the ladies' cabin was in the stern of the ship. The first innovation upon this, was made in the James Cropper in 1822, which was fitted with a centre house, and storm house over the wheel. Old sailors have ever had a prejudice to "top hampers;" and it was thought by many of them, the height

* The Crisis was merely a temporary packet.

of absurdity to lumber up the decks of so fine a ship with such *stuff*. Those ships were sharper, and did not carry as many bales of cotton as the packets of 1838, in proportion to their tonnage, though a bale of cotton is much larger now than it was then; its size having increased in the ratio of four to three. In 1822, the freight going, was to the freight returning, as seven to eight; the usual amount of freight from Liverpool being about £800, and from New York £700. Until the present time freights from Liverpool have always been higher than from New York. In no one instance did the freights ever exceed £1400, till 1834-5, and subsequently.

The packets of the "Dramatic Line," (a new line to Liverpool, in opposition to the old, or "Black Ball Line,") have no cabin below, but a long poop cabin, reaching nearly to the mainmast. Old sailors are against all such innovations. But, notwithstanding, experiment has proven this to be an excellent arrangement; for, without affecting a ship's sailing, her safety, or her behavior as a seaboat, it gives her the advantage of a larger cargo, secures it more effectually from damage, and protects the passengers from the "ship's smell" and other odors compounded of sulphur, hydrogen, and all the "what nots" of a ship's hold, which are so offensive to "*petticoats*" and invalids.

The difference between the packets of 1818 and 1838, most obvious to landsmen, may be found in the size and cabins of the latter. The size, in some instances, is more than treble, and in all, the cabins are more commodious, and much more extravagantly furnished and found. Barn-yards, cow-houses, soda-fountains, ice-houses and the like, are as indispensable to the packets now, as a jib was to Van Tromp.*

For a long time, the chief object of English merchant builders seems to have been (not to mention the effect of the old absurd way of measuring tonnage,) to construct ships with a view alone to their carrying, regardless of their beauty or sailing. Whereas, the ship builder on this side of the water, has made these the very elements by which he constructs his model, and lays out in such admirable proportions the length, breadth, and depth of his ship.

Were packets of 700 or 800 tons to be built now on the model of the Amity, or any of her sister ships, known as the *old packets*, they would draw eighteen feet water or more; they would not carry as much as the packets now do by at least one-fourth. The "Oxford's" register is 752 tons; her usual draft of water, when going to sea, is fifteen feet: never more than sixteen feet. She draws less water, and carries five or ten per cent. more cargo to her tonnage than the "Independence," and is said to out-sail even that celebrated "liner," except in light winds and smooth water. She will carry more cargo to her tonnage than almost any other vessel of the same depth of hold, and with knees, beams, and keelson of the same size, that has been built even for the express purpose alone of carrying.

The Oxford, Cambridge and Burgundy, and all the ships of the "Dramatic Line" have deep keels, enormous keelsons, flat bottoms, and a large hanging knee under each beam. Their timbers are not so large, perhaps, as the timbers in the old packets; but the difference in this respect is fully compensated by their improved models, by the increased thickness of the planking and ceiling, and by improved methods in fastening. All of these models sail nearly on an even keel, trimming perhaps five or six inches by the stern.

The "opposition" between the "Black Ball" and "Dramatic Line" is very active. Coming and going, they steam to sea, and steam into port, and steam wherever a steamer can be had. They are said sometimes to have thirty or forty men before the mast, and to carry watering engines to wet their sails in dry weather and moderate breezes. Such competition is but the incentive to ingenuity, and leads on to improvement.

Speaking of the improvements introduced of late years in the packets, a gentleman in New York, who is now and has been in the packet business from its commencement, (for many years himself a master,) writes as follows:

"During my being in the line, from 1822 to 1832, I do not think the models of the ships were much changed; but they were increased much in size. The general impression then among merchants, and even among nautical men was, that to produce fast sailing it was necessary to build the ships with sharp bottoms, by giving them much *dead rise*, and consequently abridging their carrying qualities. It has been found, however, that our predecessors were altogether mistaken in their notions of gaining speed by *dead rise:* it has such a tendency to increase the draft of water, as to produce no speed. It was no uncommon occurrence for a ship of 400 tons to have, in those days, twenty-six inches *dead rise*. The present models are altogether changed. Our largest ship, say the Cambridge, has about seventeen inches *dead rise*, and were I to build again I would reduce it to twelve inches. The effect of this is to give buoyancy; and with fine ends so as to secure good steering, the ship will evidently go faster through the water. I should not be surprised if this model were to be adopted for vessels of war.

"The packets that have been built during the last few years, are much greater carriers than those formerly built. They are not only larger, but much fuller bodied, caused by less *dead rise;* preserving, however, the same sharpness at each end, and are much *faster* sailers, more comfortable, have less motion, and are much better sea-boats.

"I do not think their timbers so large in proportion, taking into consideration their increased burden and ability, from their peculiar model, to carry much more weight in proportion, without being deep, as ships built ten or fifteen years ago. I have talked much with the builders upon this point, but their defence is (and very justly) the increased fastening—increased number of knees, and much larger—wider keel and keelson—more breast hooks—solid bulwarks about the bows—heavy clamps and bilge pieces—and thicker plank, both for the outside and ceiling, altogether

* We have not within our reach the means of ascertaining the cost of the first Liverpool packet, but it is not probable that it exceeded $20,000. The recently built packets cost from $75,000 to $80,000. Until within a very few years, after a packet had been strained by running, it was customary to take her out of the line, and sell her to the whalers of Nantucket and New Bedford. We have seen many such "blubber hunting" in the Pacific. Thus vessels which were thought no longer safe, or capable of running express on the Atlantic, were found admirably adapted for the perilous voyage of the whaler.

more than compensates for the deficiency in scantling; and another consideration is, that the present model labors and strains less in a heavy sea, than the former ones."

It is unnecessary to add, that every new packet presents some improvement over its predecessor; and that they are always among the first to take hold of any new contrivance, by which power, space, time, or economy is gained.

As in ship building and improvements in the economy of ships, so the packets, if not before, are certainly not a whit behind public vessels in the use of the best and most improved nautical instruments. The day has not long been gone by when chronometers were a mystery in the navy, and midshipmen were told that longitude was a secret with which they had nothing to do. But those times are history, and we hope a brighter era is dawning upon the navy. By a wonderful stretch of liberality, vessels of war are now allowed to have *libraries* on board, (if a row of twenty or thirty works may be called a library,) and the library of one ship is a duplicate of all the rest. By this *judicious* arrangement, all ships are furnished with copies of the same books, just as every boatswain's store-room is with the same sized blocks, number of coils of "two inch stuff," &c. When these wear out, they are replaced by duplicates, so that the libraries contain the same works now they did twenty years ago.

"Barometers and chronometers," says a well known packet captain, "were used in 1818, when I first entered the line. I also used a sympiesometer for the last ten years, and have the highest opinion of its utility, preferring it to the barometer." Barometers are to be found on board some of the public vessels: sympiesometers in none. We are credibly informed, that the only two of these useful little instruments in the navy, belong to the Exploring Expedition.

The shortest distance between Sandy Hook and Liverpool, is 2887 nautical miles—not allowing for the oblateness of the earth as a spheroid—which would make the distance a little less. The shortest line that can be drawn between the two places is represented on the annexed chart, by the dotted curve B, passing from Sandy Hook through New Brunswick, Newfoundland and Ireland, to Liverpool. But the route traced by this curve is of course impracticable to the navigator, and therefore that is his nearest route which admits of the least deviation from this curve.

If it be borne in mind that the shortest distance, between any two places on the surface of a sphere, is the arc of the great circle intercepted between them, it will appear obvious to our mathematical readers, why the *course* or line of bearing between them is *circuitous*, and therefore is not the shortest distance.

When a vessel sails on a direct line of bearing from one place to another, (unless both places be on the equator, or on the same meridian,) she describes a section of a loxodromic curve, which may be defined as a spiral that makes constant angles with all meridians. But when she sails on the arc of a great circle, and performs the shortest distance, she continually changes her course, and passes over every meridian at different angles. Thus, a vessel which should sail the shortest route from Sandy Hook to Liverpool, would leave Sandy Hook by steering N. E. ½ E. When she reached latitude 54° 48′, she would be steering E., and when she made Liverpool, her course would be E. by S. ½ S. The distance by such a route would be one hundred and eleven nautical, or one hundred and twenty-eight, statute miles less than the distance on the line of bearing.

To illustrate more strikingly: a degree of longitude on the latitudinal parallel, say, of 70° South, is 20½ miles. Suppose a vessel in longitude 0o on this parallel, to be bound to longitude, 180o on the same parallel; if she sail but one course, she must steer either east or west, and sail three thousand six hundred and ninety miles. But if she could sail on the meridian of the place by steering south, passing over the pole, then steering north, and thus describe an arc of a great circle, she would arrive at her point of destination after having sailed only two thousand four hundred instead of three thousand six hundred and ninety miles.

The packets, with which time is speed, distance, wind, and everything, have given this principle in the science of navigation a value which the navigator hitherto has seldom allowed to enter into his calculations of "course and distance." Steamboats can better avail themselves of it, and no doubt will render it an element in calculation, whenever the chart shall be spread for the course to be laid out upon it. The boat which shall shape her course always on the arc of a great circle, will thus, without any advantage of speed, accident, or fortune, in her favor, gain four per cent. of the distance between New York and Liverpool, over her competitors, that shall not take into account the difference between distance by a certain curve and by a straight line on the chart. To exemplify this, we have marked off the track of the Great Western on her trip to New York in April. It appears by her "log," that of the fifteen days passage to New York, she had but three days of easterly wind; and that she sailed on this route three thousand two hundred and twenty-three miles. Whereas, after having taken "departure," if, instead of standing to the southward and westward, she had steered to the northward and westward so as to make Cape Clear; then keeping on, or to the north of the curve C, she had made Sable island, and shaped her course thence by the south shoal of Nantucket, she would have shortened her distance two hundred and sixty miles, and might have arrived in New York at least a day and a half sooner: the distance from Bristol by this route being only two thousand nine hundred and sixty-four miles, instead of three thousand two hundred and twenty-three.

The average time for packet passage between New York and Liverpool is twenty-three days going, and thirty-five coming; while between New York and Havre it is twenty-four out and forty-four in. Havre is but one hundred and forty-five miles further than Liverpool: the distance from New York to each being measured on the arcs of great circles. But owing to obstruction, by the interposition of land on the shortest line, the difference between the distances practical in navigation is less than one hundred and forty-five miles. Yet this excess of distance, while it requires only one more day on the passage out, prolongs the homeward bound passage nine days! A cause which, of itself, is by no means adequate to such an effect. The explanation must be sought elsewhere; and we think it

may be found in the route pursued by the Havre packets on their inward bound passage.

Ships from the north of Europe or from Havre are too apt, when they come out of the English channel with a leading wind, to shape their course by the line of bearing of their homeward bound port; when no vessel coming out of the English channel should ever be found to the south of the dotted curve D; no odds what be her port of destination in the United States, whether in Maine or Georgia, or any of the intermediate states, she has no business to the south or east of this line, unless she be driven there by adverse winds.

The doctrine, that a vessel bound from Havre de Grace in latitude 49° 30′ to Charleston in latitude 32° 50′, and longitude 79° 48′, should not only go further to the north than her "departure," but actually continue to the north of it, until she has made 32° of longitude, will, we are aware, appear paradoxical to many old sailors: but the route to the north of this line to New York presents two advantages over what is called the "southern route;" for by the latter the distance is not only greatly increased, but the passage is frequently prolonged in consequence of head winds and calms.

The prevalent winds across the Atlantic, from the parallel of latitude 45° or 50°, to the northern limits of the "trades," are westerly, while above this parallel to the north, they are more variable and less constant from the west. The converse of this is eminently the case in high southern latitudes. The experience of all navigators in the southern seas goes to confirm the fact, that while for many degrees beyond the southern limits of the south-east trades, the prevalent winds have westing in them, to the south of these the winds blow almost constantly from the east. The westerly winds that most prevail to the south of the parallel of 45° or 50°, of north latitude, are no doubt counter-currents in the atmosphere, by which the breezes, that have once served to sweep the north-east trades along, are returned in eddies, to be ready in their turn to serve again as "trades." Consequently, if a vessel from Havre bound to New York keep to the north of her course, she is the more likely to meet with favorable winds.

The Liverpool packets in their northern passage do this, and although they have with regard to the distance to be sailed, but six or eight hours in their favor, they make a difference, in the average time of passage, of nine days; and they gain by the northern passage in three ways, viz: in distance, in wind, and in currents. The set of the gulf stream is said to reach into the Bay of Biscay. The Liverpool packet, on her northern passage, avoids the effect of this, (however feeble,) while the Havre packet, on her southern passage, encounters the full force of it. The "log" of the "Great Western" shows that in her first trip, (the track of which is laid down on the annexed chart,) she encountered south-easterly currents, which in the whole distance set her back one hundred and seventy-five miles.*

When the Liverpool packet puts to sea with the wind from the south or south-west, she should straightway make a fair wind of it, by running out through the North channel; the distance from Liverpool to Sable island, and consequently to New York, through the North channel, being only twenty-five miles greater than the distance to the same points by the south coast of Ireland. Besides the advantage which she derives, by thus making a fair wind of a head one, she has the additional advantage of being further to the north, and consequently more chances of meeting with favorable winds.

The probabilities of a quick passage to New York, for a vessel sailing out of Havre or Liverpool with a head wind, are greatly increased by her standing off on the larboard tack, after she has cleared the land; even should the wind be so as to allow her to lay up on the starboard tack two or three points nearer to the direct line of bearing of her port, the other tack is to be preferred on account of distance, and the probability of favorable winds. The northern should be preferred as the homeward passage at all seasons of the year, unless with a leading breeze, except perhaps in April, May and June, when the winter has broken up, and so made the route dangerous on account of icebergs and floating fields of ice.

By an inspection of the annexed chart, it will be seen that the gulf stream describes in its course almost exactly the section of a great circle, such as the dotted curve D represents; and that all vessels bound out of Boston, or any port from the south of it, to England or to Europe, must pass to the south of Sable island, on account of the obstacles and dangers to the north of it. And furthermore, (the dotted curve D showing the shortest distance between any point on it and the Gulf of Florida,) that the nearest route for all vessels coming out of the Gulf of Mexico, through the Gulf of Florida, or from any port on the Atlantic coast of the United States, and bound to England, or to France on the Atlantic, or anywhere through the English channel, to the north of Europe, is down the gulf stream, and to the west and north of this curve.

If vessels could sail on any course without regard to wind, this curve would represent the extreme eastern and southern limits of navigation for all traders (always excepting those to the Peninsula or Mediterranean,) bound from the United States, or coming out through the Gulf of Florida, to England and all parts of Europe. The tracks of all vessels in the navigation of this route, would be convergent as far as the longitude of Sable island; entering into the narrow limits between this island and the curve D, as into a lock, their course would lie between C and D, which may be considered as a grand canal across the Atlantic, along which the richest products of the earth are carried. This at all times is the best route for steamers.

The curve C represents the northern, and D the southern limits of this commercial canal. New York is situated on the margin of it, commanding its resources, and exacting tribute from all who travel upon it. The ships from the South, without going much out of their way to the great European markets, can call there as at a nearer market; or touch there to complete, tranship, or commute their cargoes.

It is not a little remarkable, that the nearest route to Liverpool, from Charleston and from New York, should be, for more than two-thirds of the way, exactly in the same track on the curve C. And Charleston, or the

* The log shows that sometimes her latitude and longitude, per observation, are in advance of the "dead reckoning," and vice versa. When these two, without any apparent cause, are found to differ much, such difference is usually ascribed by navigators to currents.

South, in attempting to *force* a direct trade with Europe, has many difficulties in her way. The advantage of ships, of seamen, the force of custom, and the example of trade, besides exchanges, and the various influences that follow in the train of commerce, with commerce herself, are all in favor of New York.

Those who first established the packets, have placed New York on a commercial eminence, and put a sceptre in her hand, which she delights to hold; and she will neither come down from the one, nor surrender the other, until the balance of trade be lost to her ships. The plying of steamboats across the Atlantic will but make more absolute her sway over the commerce of the United States; for, besides making New York the channel of direct communication with England, both by letter and in person, they will further aggrandize that city in her commercial importance by bringing bills on America into the English market, and setting on foot a regular system of exchange with this country, similar to that between England and all parts of Europe. And New York will be the centre of negociation for all these bills.

If the South would take away this sceptre and divide commerce with the North, she must be prodigal of her wealth, and attempt boldly—for the odds against her are fearful. The contest now cannot be carried on under sail, ship against ship; New York has become too skilful in the manœuvres of her fleets—too powerful and too swift in the chase with her packets. She must be attacked in her high places, and steam must be the weapon.

Havre is ripe for a steam enterprise across the Atlantic. That town is ready to co-operate with any city in the Union, and no doubt would receive with open arms, a proposition from the South, to run from Norfolk a line of steam packets, which, going and coming, might touch at Portsmouth, as the London packets do, to land and embark passengers. It may be perceived by the chart, that Portsmouth is but a step out of the direct track of a steamer to Havre; and that, by steam, Norfolk is only one hundred and eighty miles further than New York, from either place. But whatever be done, must be done quickly. Without the help of steam, and the improvements of the day, the commerce of the South must continue to dwindle.

The South has taken an honorable lead in Atlantic steam navigation. She it was, who, twenty years ago, sent the first steam vessel across the Atlantic, and thus acted as pioneer to the splendid steam enterprise which is now going into operation with a success that astonishes as much those in the old as it delights those of the new world.

Let the South bring her strong men to the enterprise, and get up, as we have said, her line of splendid steamers to England and France; and let the first blow be aimed to divide with New York the facilities of communication; and then withdraw from her, if she can, a part of the travel, and make the port of Norfolk the centre of exchange for New Orleans and the South. When she has done this, let her throw herself behind her cotton bags, and then with her ships make the gallant stand. And if, after all this, the proud spirit must succumb—if the South must sink into her, so called, vassalage to the North, and be *ruined* by her tribute to New York, her sons may say of her, as Wirt said of the General Armstrong privateer, "she has graced her fall, and made her ruin glorious."

WINTER.

I.

Spring is the time for joy;
For gushing from the heart's deep-welling springs,—
For the first fluttering of the soul's young wings,
Which the long sleep that winter's numbness brings,
Could chill, but not destroy.

II.

Summer's the time for love;
For the full heart to worship and adore—
For the strong river of the spirit to pour
Its flood of praise and gratitude before
The Lord of Heaven above.

III.

And Autumn brings its hour,
To gather in the harvest of the soul;
That peace of mind the world could never dole
To those who bend beneath its bad control,
Or court its withering power.

IV.

But, Winter! who hath sung?
What feelings, what affections in the deep
And hidden fountains of the heart asleep,—
What thoughts that now in frozen channels creep,
Thy power should lend the tongue?

V.

Thy clouds and silent snows,
Wrapping the hills in pall and winding sheet—
Thy whirling storms of wind and driving sleet—
Thy solemn voices where the dark pines meet,
And the keen night-wind blows;

VI.

Thy varied household scenes—
Thy fireside dreams, and the strange visitings
Of mirth and wo—of affluence, that clings
To selfishness—or want, that merrily sings,
Content with scanty means:—

VII.

These, Winter, wake my soul
To look beyond the present, and to view
In the dim future many a sky of blue—
Many a bright field of sunlight, glimmering through
The clouds that backward roll.

VIII.

Then let *thy* voice be—FAITH:
Let spring-time call for joy—Summer for love;
Let Autumn whisper peace, like murmuring dove;
But thou, O Winter, pointest us above,
And bid'st us look through death!

January, 1839. C. P. C.

LINES, WRITTEN AT MIDNIGHT.

BY CHARLES M. F. DEEMS.

I.

How slowly through the distance break
The sounds that tell the midnight hour!
Time, swiftly hast'ning, seems to speak
His warning from yon distant tower;
And to the sadness of his tale,
The response is the low wind's wail.